

Get the Land Uses Right

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| transit supportive land uses | Multi-dwelling residential |
| | Affordable housing |
| | Small lot single-family |
| | Offices |
| | Hotels |
| | Health care facilities |
| | Medical clinics |
| | High schools and colleges |
| | Daycare facilities |
| | Cultural institutions |
| | Athletic/recreational facilities |
| | Health Clubs |
| | Personal services |
| | Retail shops |
| | Restaurants |
| | Grocery Stores |
| | Coffee shops |
| | Local pubs |
| | Outdoor cafes |
| | Financial institutions |
| | Dry cleaners |
| | Entertainment facilities |
| | Neighbourhood oriented businesses |

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| non-transit supportive land uses | Automotive sales & display |
| | Automotive services & repair |
| | Car washes |
| | Large format/warehouse retail |
| | Large format food stores |
| | Drive-in/drive-through services |
| | Warehouse distribution |
| | Outdoor storage |
| | Regional parks |
| | Funeral homes |
| | Large format faith facilities |
| | Parking lots |
| | Low density single-family housing |
| | Low intensity industrial uses |
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Ensure transit supportive uses

Transit supportive uses are high pedestrian generators that directly promote greater transit ridership. They also provide opportunities for multi-purpose trips that can be made as a pedestrian. Medium to high density residential, offices, high schools and colleges are significant transit supportive uses. Appropriate retail, restaurants, personal service and civic functions will support these major uses and generate activity in both peak and off-peak hours.

Discourage non-transit supportive uses

Non-transit supportive uses generate little or no ridership. They consume large areas of land, or create bleak or unsafe environments for pedestrians. They are often dependent upon a vehicle for transporting goods, or require significant land areas for low intensity development and parking. Large format wholesale stores, warehouse storage, car dealerships, auto service centres and regional sports fields are examples of uses that are not transit supportive.

Encourage a mix of uses

A mix of residential, office and supporting services in station areas can generate transit trips throughout the day. It provides opportunities for people to live closer to their jobs or to take advantage of reverse flow transit capacities. Workers can run daily errands within walking distance of their jobs; transit riders can access convenient services while at the station. Residents and visitors can continue a variety of activities in off-peak times.

Locate the uses as close to the LRT station as possible

Locating a majority of transit-supportive uses within a 400 to 600 m walking distance of the LRT station makes transit the most convenient and attractive travel mode for the site.